



Meeting Summary January 10, 2018

Attendance

Panel Members: Don Taylor, Chair (excused)
Bob Gorman, Vice Chair
Fred Marino (excused)
Sujit Mishra
Juan Rodriguez
Julie Wilson

DPZ Staff: George Saliba, Yvette Zhou

1. Call to Order – DAP Vice Chair Bob Gorman opened the meeting at 7:00 p.m.

2. Review of Plan #18-01 Oxford Square Parcel V, Elkridge, MD

Owner/Developer: Kellogg-CCP, LCC

Architect: Middleburg Architectural Service/Mangan Group Architects

Planning/Landscape Architect: Hord Coplan Macht, Inc.

Engineer: Fisher Collins and Carter, Inc.

Background

Oxford Square is a 129.5 acre mixed-use, Transit Oriented Development (TOD), located near the Dorsey MARC Station and Route 100 in Elkridge, MD. TOD zoning encourages the development and redevelopment of key parcels within 3,500 feet of a MARC station with pedestrian friendly amenities and connections. The DAP reviewed the proposed development for Parcel V at the intersection of St. Margaret's Blvd. and Crowley Street.

Applicant Presentation

Oxford Square - Parcel V is 6.2 acres located at the southwest corner of the site closest to the Dorsey MARC station. Thomas Viaduct Middle School and a soon to be opened elementary school are located within Oxford Square on the other side of the development. A central lawn area provides a community wide amenity space for Oxford Square residents with a pool house and soon to be built community building. Segments of a trail system connecting the community are being built incrementally with each new phase.

There is a former railroad spur at the edge of Parcel V that has a deed restriction disallowing residential development and non-mobility uses on this portion of the parcel. An active rail line bounds the parcel to the northwest. The 65-dBA noise contour line is shown bisecting the parcel from north to south. A sound wall separating the railroad and residences will be made of pre-cast concrete with a stained finish to match the brick.

The paving and plantings for this parcel are similar to what has been installed throughout the earlier phases of Oxford Square for a cohesive design. Environmental Site Design (ESD) stormwater management is incorporated throughout the site using an aesthetically pleasing palette of suitable plantings. Sidewalks will connect to the Oxford Square trail system. A pedestrian connection leading to the edge of the property, in the direction of the MARC station, will start at the end of St. Margaret's Blvd. and includes special paving and plantings. Street lights are 14' post top with LED fixtures. Pendant arms with teardrop fixtures will be used to mark street corners and entrances.

Parcel V includes 56 three-story townhomes with rear loaded parking. Townhomes front onto St. Margaret's Blvd. and Crowley Street with stone knee walls incorporated along the fronts of houses lining St. Margaret's Blvd. (in keeping with earlier phases). Another cluster of townhomes front onto an interior common green space. The townhomes consist of two models, including the 20' x 40' Cambridge House and the 24' x 42' Easton House. Both have two rear garage and two rear parking pad spaces with an optional rear deck. Both models are already in use in previously built phases. Exterior materials include brick veneer, vinyl siding, and roof shingles.

Staff Presentation

This project is located within the Route 1 corridor and is subject to the requirements of the Route 1 Manual. Staff requested the DAP evaluate site layout, architecture, amenity spaces, landscaping, and sustainable design elements. Additionally, staff requested the DAP specifically evaluate the alleys, logistics of trash and recycle pick-up, pedestrian connections to the MARC station, and the sound attenuation wall.

DAP Questions and Comments

Site Design:

The DAP asked about the existing condition of the pedestrian pathway from this parcel to the MARC station. The applicant responded that an informal dirt path exists with a set of rickety stairs leading up to the train platform. The applicant will build a formal path to the edge of their property as part of this phase but will need cooperation from CSX, MTA, and MDOT to complete an accessible pathway from the site to the existing train station platform. The applicant is actively working with these entities and is exploring an extension of the existing train platform eastward to the edge of the Oxford Square site. Once a pedestrian gets to the platform, there is an at-grade crossing that provides pedestrian access to the platform on the other side of the train tracks. The DAP noted this connection is critical for this TOD project.

The DAP asked how trash and recycling pick-up will function. The applicant responded that residents will take bins from their garages and place them in the alley for pick-up by the County. The HOA governs when bins can be placed in the alley and when they must be picked up. The DAP asked if the alleys were designed to accommodate the trash trucks, and if the turning radii were designed to avoid trucks running over curbs and landscaped areas. The applicant confirmed the turning radii have been studied and are sufficient.

The DAP questioned whether the approximately 40 on-street parking spaces are sufficient to accommodate visitors. The applicant responded that each unit has two garage spaces and two rear parking pad spaces. The developer is in the process of building storage facilities on-site and hopes this will clear up space in garages to allow residents to park vehicles in the garages.

The DAP recommended additional plantings in the green strips abutting the alleys, along the sides of townhomes, and in the alleys between houses. Trees should be redistributed from the center courtyard area, which is over planted, to the grass and mulched strips and islands around the site to improve the

aesthetic of the site. The DAP commented that reducing the wall of trees in the courtyard will improve the usability of the courtyard area.

The DAP asked whether the large area identified as open space on the site plan can be utilized as amenity space. The applicant explained this area has a deed restriction limiting it to “mobility uses”. This space can accommodate a pathway but cannot be designed as a park or amenity space for residential use.

Architecture:

The DAP commented that the alleys and rears of the townhomes are not attractive and do not include design elements to break up the long, monotonous elevations. The alleys in these types of communities are heavily used and should include tree plantings or other greenery. The applicant explained that the utilities to the houses are alley-fed and this precludes tree plantings in the alleys but shrubs can be considered.

The DAP noted that a small covered entry would be a nice addition to the townhomes for residents and will improve the elevations.

The DAP questioned whether the elevations for this parcel of Oxford Square have less brick on the exterior than houses already built in other phases of the development. The applicant clarified that the renderings shown to the DAP were not the exact example of what will be built and that the houses in this phase will match elevations of existing houses built in earlier phases.

DAP Motions for Recommendations

DAP member Julie Wilson made the following motion:

1. Use existing islands to add trees and enhance greenery along the alleys. Seconded by DAP Vice Chair Bob Gorman.

Vote: 4-0 to approve

DAP member Sujit Mishra made the following motion:

2. Provide a covered main entrance to the townhomes. Seconded by DAP member Julie Wilson

Vote: 4-0 to approve

DAP Vice Chair Bob Gorman the following motion:

3. Work with all necessary entities to enhance the pedestrian connection to the MARC station as this is a crucial part of the community. Seconded by DAP member Julie Wilson.

Vote: 4-0 to approve

3. Other Business and Informational Items

The DAP will meet on January 24, 2018.

4. Call to Adjourn

DAP Vice Chair Bob Gorman adjourned the meeting at 7:44 p.m.